



Strategic Initiatives at Logan International Airport

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Boston Logan is owned and operated by Massport and is New England's Largest Airport and International Gateway

- ✴ **About 90% Local Passengers**
- ✴ **27.5M Passengers**
- ✴ **409,000 Flights**
- ✴ **Served by Over 50**
 - ✴ **Including 16 Foreign Flag Carriers**
 - ✴ **No airline has over 25% market share**
- ✴ **\$8 billion/year in Economic Impact**
Supporting about 80,000 Jobs
 - ✴ **Over 10,000 jobs directly on airport**



Logan Has Been One of the Most Delayed Airports in the U.S.

DOT Delayed Arrival Rankings

*Air Travel
Consumer Report*

1991	3rd
1992	3rd
1993	2nd
1994	2nd
1995	4th
1996	6th
1997	5th
1998	2nd
1999	4th
2000	4th
2001	6th
2006	7th

Numerous Studies Have Been Conducted to Address Logan's Delay Problem

- ✱ Program for Airfield Capacity Efficiency (PACE), Massport (1988)
- ✱ Second Major Airport Site Selection Study, MAC (1991)
- ✱ Boston Logan International Airport, Airport Capacity Enhancement Plan, FAA (1992)
- ✱ Strategic Assessment Report, MAC (1993)
- ✱ New England Regional Airports, Air Passenger Service Study, Phase 1, NEC/FAA (1994)
- ✱ Logan Airside Improvements Feasibility Study, Massport (1995)
- ✱ New England Regional Airports, Air Passenger Service Study, Phase 2 NEC/FAA (1997)
- ✱ Logan Airside Improvements Planning Project EIS/EIR, FAA/Massport (1996-2002)
- ✱ New England Regional Airport System Plan – Phase 1 & 2, FAA/MAC/Massport (2002-ongoing)

Massport has Developed a Comprehensive Program to Reduce Delays at Boston Logan Airport

Physical Expansion, New Runway 14-32



Demand Management



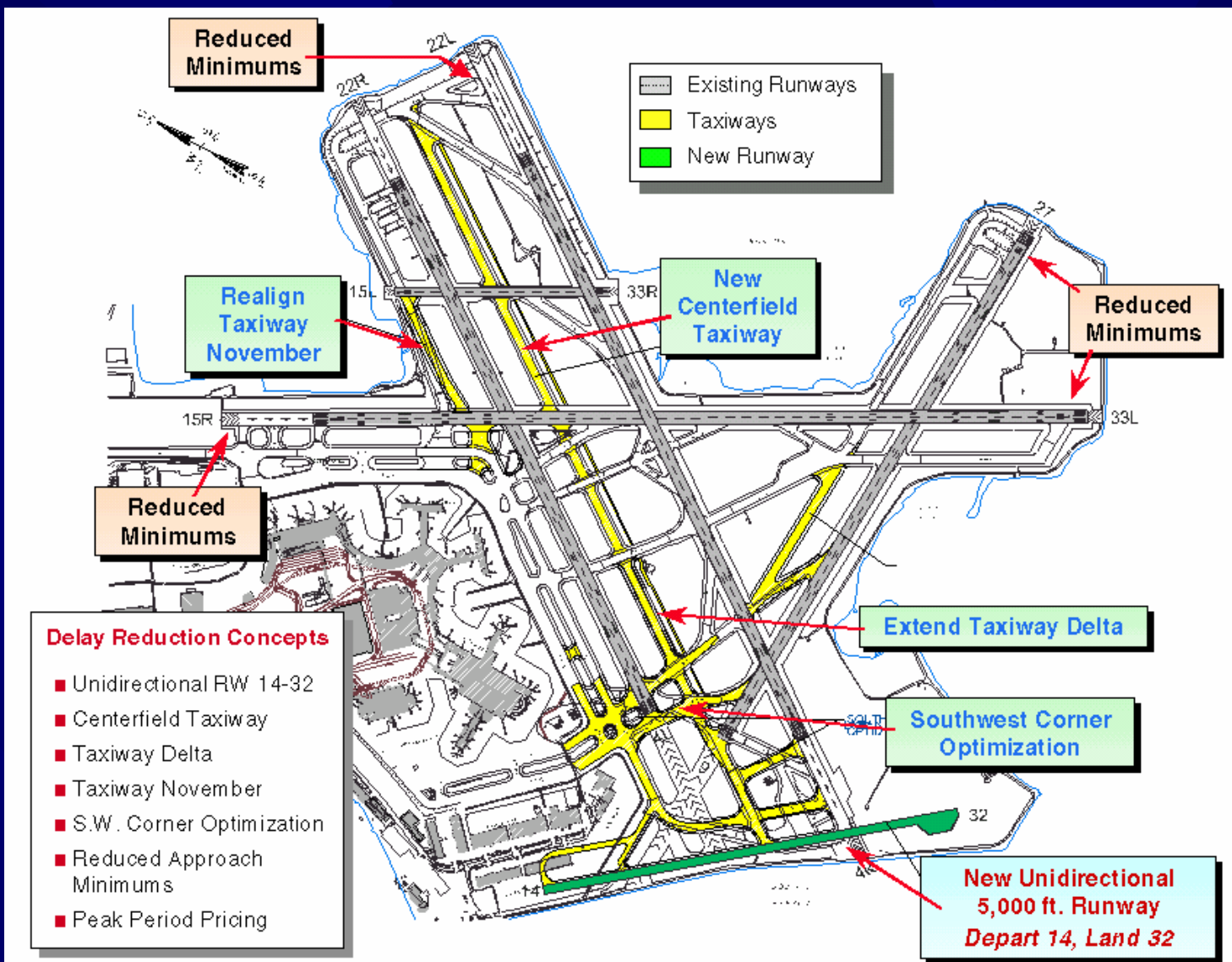
Increase Use of Regional Airports



High Speed Rail to Top O&D Markets
(NYC and WAS)



Physical Improvements and Administrative Options for Minimizing Delays At Boston Logan



Peak Period Surcharge Program for Boston Logan

Monitor Schedules to Identify
Overscheduling Conditions 6
Months in Advance

Provide Early-Warning to Users
and FAA for Voluntary Response

Trigger Program When Projected VFR
Delays Reach 15 Minutes per Operation

Impose Peak Period Surcharges (\$150 near-term) for
Arrivals and Departures (*Revenue Neutral*)

Community Exemptions at August 2003 Service Levels

**All Key Levers
are Adjustable to
Address Future
Conditions**

Regional New England Aviation Has Been Studied Extensively

- ✱ Boston Regional Airport System Study (1989)
- ✱ Second Major Airport (SMA) Study (1990)
- ✱ Strategic Assessment Report (SAR) (1993)
- ✱ Phase I: New England Regional Air Service Study (1995)
- ✱ Phase II: NEARASP (ongoing)



New England – Commercial Airports

Passenger Activity at New England Airports

Airport	State	Passengers	% Share
Boston Logan	MA	27.10	56%
Hartford Bradley	CT	7.38	15%
Providence	RI	5.73	12%
Manchester	NH	4.33	9%
Portland	ME	1.45	3%
Burlington	VT	1.37	3%
Bangor	ME	0.50	1%
New Haven	CT	0.13	0%
Hanscom Field	MA	0.02	0%
Portsmouth Pease	NH	0.01	0%
Worcester	MA	-	0%
Total		48.02	100%



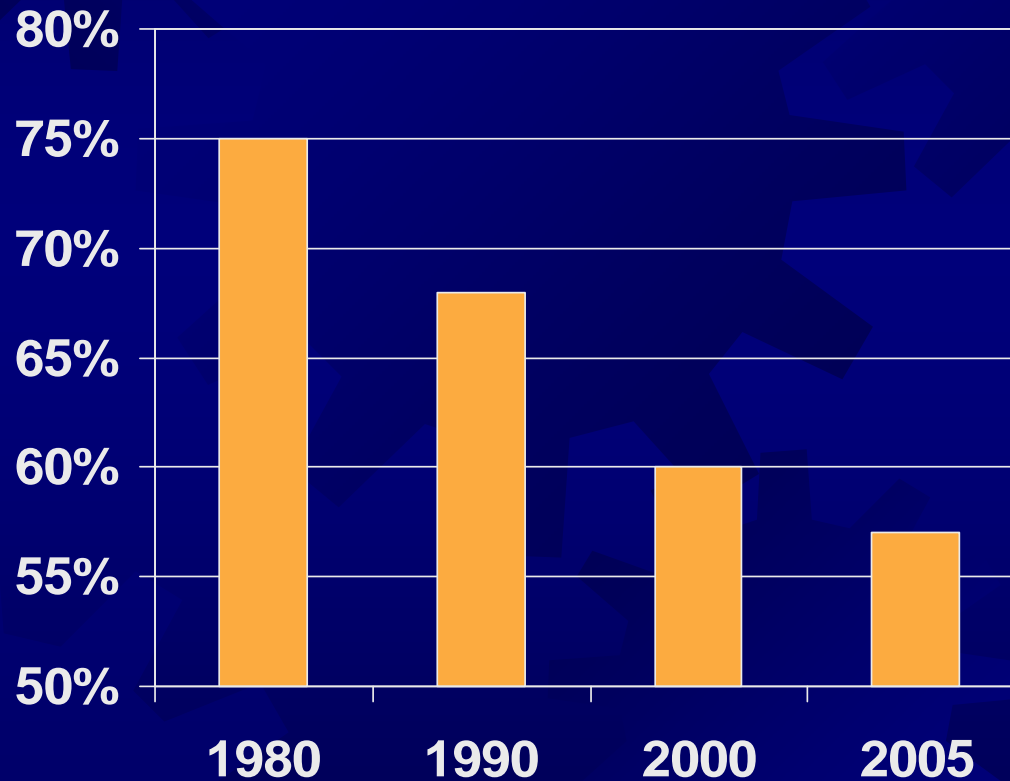
Source: Individual Airports

Aviation Planning Issues for the New England Region

- ✴ Population Growth is Expected to be Flat
- ✴ Demand for Travel is Expected to Increase
 - ✴ From 48M Pax to 70M Pax by 2020
- ✴ High Propensity to Travel
 - ✴ 2.5 pax trips/capita versus 1.4 for the nation
- ✴ Diverse Economy Higher Rates of Travel
 - ✴ Tourism, Higher Education, Technology, Finance, Medical, Biotechnology
- ✴ Geographically Isolated – O&D Travel
- ✴ Very Difficult to Build New Facilities or Expand Existing

Through a Combination of Airport Investments, Air Carrier Decisions and Regional Collaboration Regionalization has been a Success...

Boston Logan Share of New England Airport Passengers



The New England Regional Airport System Plan Phase II

Sponsored by the New England Airport Coalition

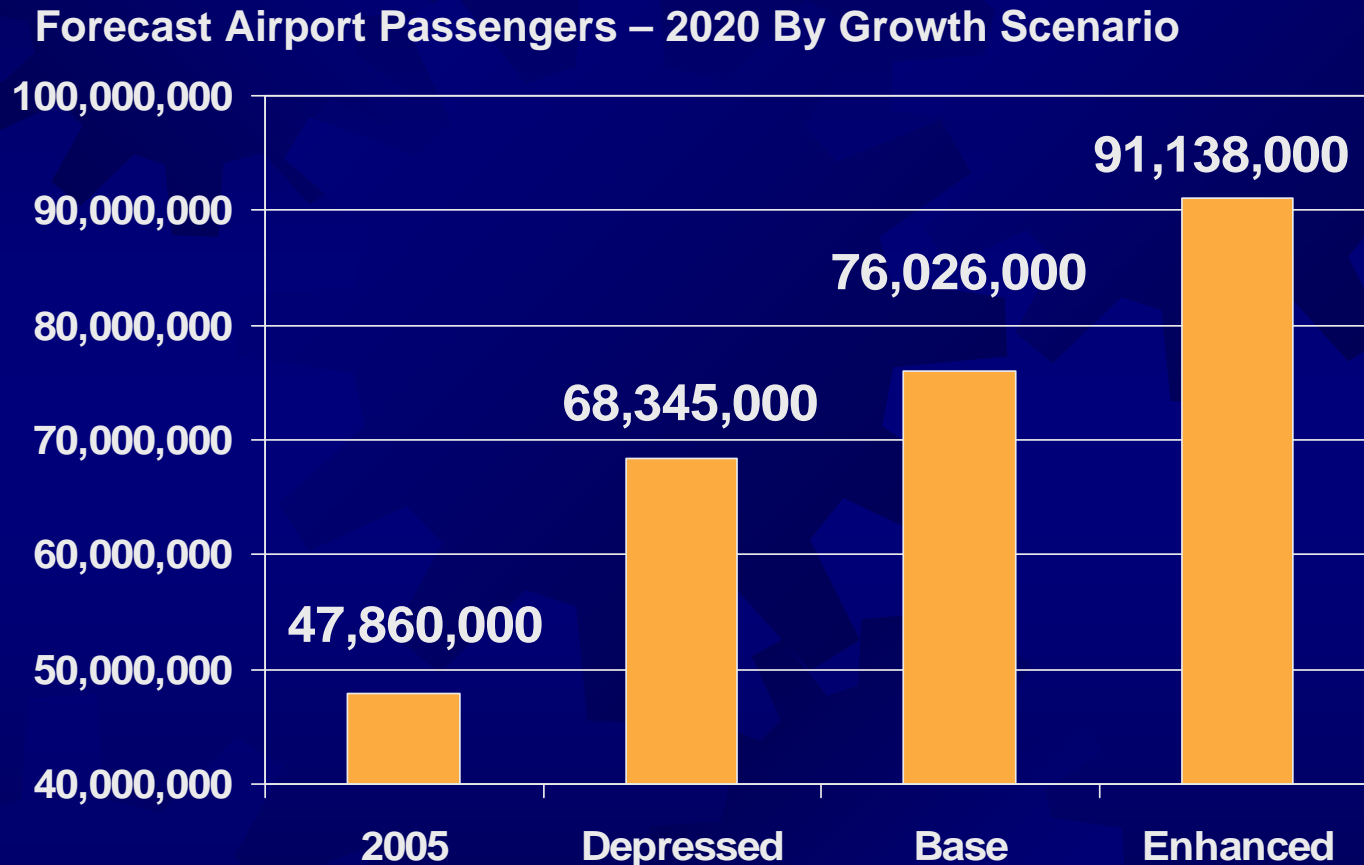
- ✱ Major Airports
- ✱ State Departments of Transportation
- ✱ State Authorities/Agencies
- ✱ FAA Airports Division
- ✱ The New England Council

Aviation System Plan Phase II – Understand Market Dynamics and Plan for Facility Requirements

- ✦ Determine Capacity of Airport Elements
- ✦ Viability of New or Optimized Service
- ✦ Ground Access Initiatives
- ✦ Demand on NAS and Major Hubs
- ✦ Develop Action Plans to Aid in Decision Making Process



Forecast Results Show a Growth of 20 million to over 40 million Passengers by 2020 for New England



Based on the Forecasts, Action Plans Were Developed for Each Airport

- ✦ Enhance Technology to Increase Dependability During Bad Weather
- ✦ Support Application of Peak Period Pricing Programs – VFR Capacity
- ✦ Support Continued Growth at Underutilized Airports
 - ✦ Bangor, Burlington, Portland
- ✦ Develop “Targeted” Markets for Certain Airports
 - ✦ Portsmouth, Worcester, Hanscom
- ✦ Improve Ground Access to New England Airports
- ✦ Work to Improve Environmental Review Process to Facilitate Investments at Airports

Despite Different State Jurisdictions, Various Ownership Models, Varied Interests, etc. Regionalization has been a Success in New England

- ✱ Collaborative Effort
- ✱ Focus On Synergies/Common Concerns
- ✱ Lots of Opportunity for “Win-Win” Strategies
- ✱ Continue to Market Airports to Provide Best Service (fares, frequency, markets) to Passengers
- ✱ In the long run, everyone benefits from a growing regional airport system



END